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ARIZONA CORPORATION
UNION PACIFIC'S RESPONSES TO FIRST SET OF DATA REQUESTED
DOCKET NO. RR-03639A-07-0607
Picacho Blvd in Pinal County, AZ
FEBRUARY 19, 2008

2008 FEB 19 P 4:45

CW 1.1 Provide Average Daily Traffic Counts ("ADT") for each of the locations

AZ CORP COMMISSION
DOCKET CONTROL

Response:

Crossing	Current ADT	Source
Picacho Blvd	287	2007 Traffic Counts by HDR

Source: 1) Jennifer Crumbliss, HDR Engineering, 8404 Indian Hills Drive, Omaha, NE 68114. (HDR Traffic Counts)

CW 1.2 Please describe the current Level of Service ("LOS") at each intersection.

Response: Union Pacific believes that the level of service analysis is concerned with mobility rather than safety. With that caveat, Union Pacific responds as follows:

Crossing	LOS
Picacho Blvd	Northbound (LOS=A), Southbound (LOS=A)

Source: Traffic level of service calculations were performed using Synchro and SimTraffic programs under the direction of Heidi Schneider with HDR Engineering, Inc at 5210 E Williams Circle, Suite 503, Tucson, AZ 85711, (520) 584-3600. The train delay times utilized in the analysis were provided by Tom Domres, with TKDA at 750 Shoreline Drive, Suite 100, Aurora, IL 60504, (630) 499-4110 via Union Pacific.

CW 1.3 Provide any traffic studies done by the road authorities for each area.

Response: 1) The 2007 Pinal County Comprehensive Plan on <http://www.co.pinal.az.us/PlanDev/PDCP/CPInfo.asp>
2) 2006 Pinal County SATS (Small Area Transportation Study) on <http://www.co.pinal.az.us/PubWorks> under "Downloads"
3) 2007 Final City of Casa Grande SATS on http://www.ci.casa-grande.az.us/dev_center/development_center.php

CW 1.4 Provide distances in miles to the next public crossing on either side of the proposed project location. Are any of these grade separations?

Arizona Corporation Commission

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Response: *Union Pacific believes that the last question in CW 1.4 raises an issue that is irrelevant, namely, whether either of the next public crossings is a grade separation. With that caveat, Union Pacific responds as follows:*

<i>Crossing</i>	<i>TO THE WEST</i>	<i>TO THE EAST</i>
<i>Picacho Blvd</i>	<i>2.39 miles to AZ 87 HWY</i>	<i>15.34 miles to Park Link Road</i>

AZ 87 Highway is grade separated.

Source: *HDR's use of the Union Pacific Straight-line Diagrams and www.MapQuest.com.*

CW 1.5 How and why was grade separation not decided on at this time? Please provide any studies that were done to support these answers.

Response: *Union Pacific understands that whether a grade separation is needed is primarily a question of mobility and convenience for vehicular traffic on the roadway, not safety. That is because an at-grade crossing can be safe without constructing a grade separation and eliminating the grade crossing. Based on this understanding, Union Pacific believes the question of whether a grade separation is needed is irrelevant to Union Pacific's application to add a second mainline track at this grade crossing. With that caveat, Union Pacific responds as follows:*

In addition to the foregoing, grade separation is not appropriate for determination at this time because the local community and roadway authority have not finally determined whether a grade separation at this crossing is desired by that community and authority, what priority a grade separation would have with respect to other public projects, when construction of a grade separation could be begun and finished, and how a grade separation would be funded. Union Pacific is aware that the local community and roadway authority are studying these matters outside the context of Union Pacific's applications for grade crossing alterations.

Furthermore, Union Pacific believes the crossing involved in this application is safe without constructing a grade separation. This conclusion is supported by the fact that the Federal Highway Administration authorizes the use of gates and lights at multiple-track grade crossings as proposed in this application.

CW 1.6 If this crossing were to be grade separated, provide a cost estimate of the project.

Response: *Again, Union Pacific understands that whether a grade separation is needed is primarily a question of mobility and convenience for vehicular traffic on the roadway, not safety. That is because an at-grade crossing can be safe without constructing a grade separation and eliminating the grade crossing. Based on this understanding, Union Pacific believes the question of whether a grade separation is needed is irrelevant to Union Pacific's application to add a second mainline track at this grade crossing. In addition, any attempt to estimate the cost to construct a grade separation would be speculative in the absence of a detailed study of the particular crossing in question. With those caveats, Union Pacific responds as follows:*

In connection with its recent application to upgrade the crossing of Union Pacific tracks at the intersection of Power and Pecos Roads, RR-03639A-07-0398, the Town of Gilbert estimated that a grade separation at that location would cost \$22 million. Depending on the particular crossing involved, a reasonable range for the costs of constructing a grade separation would be between \$20 million and \$40 million.

CW 1.7 Please describe what the surrounding areas are zoned for near this intersection. i.e. Are there going to be new housing developments, industrial parks, etc.?

Response: *Union Pacific believes that the second part of CW 1.7 calls for speculation as to whether new housing developments, industrial parks, or other developments will occur in the future. In addition, Union Pacific does not have access to such information, but instead must rely on information provided by others. With those caveats, Union Pacific responds as follows:*

Pinal County has a 2006 Land Use Map that matches the field diagnostic observations. The observed land use from the field diagnostics are shown below:

<i>Crossing</i>	<i>2007 Observed Land Use</i>
<i>Picacho Blvd</i>	<i>Rural Community</i>

Pinal County planning departments can better answer the question of future developments. They review development impact studies and regulate zoning.

Source: *1) 2006 Pinal County SATS (Small Area Transportation Study) on <http://www.co.pinal.az.us/PubWorks> under "Downloads"*
2) The Central Arizona Association of Governments' Planning Department(CAAG) <http://www.caagcentral.org/GIS/gishome.html>

CW 1.8 Please supply the following: number of daily train movements through the crossing, speed of the trains, and the type of movements being made (i.e. thru freight or switching). Is this a passenger train route?

Response:

Train Count: 48 total average trains per day (46 freight, 2 passenger)
Train Speed: 79 mph passenger / 70 mph freight
Thru Freight/Switching Moves: All moves through this crossing are thru freight. (According to MTO Rob Henderson there are no switching moves at this crossing.)

This crossing is used by Amtrak twice per day, three times per week.

Source: ***Union Pacific's Manager of Train Operations, Rob Henderson.***

CW 1.9 Please provide the names and locations of all schools (elementary, junior high and high school) within the area of the crossing.

Response:

There are several schools in Pinal County within the area of the crossing in this application.

Santa Cruz High School @ 900 N. Main Street, Eloy, AZ 85231
Toltec Elementary School @ 3315 N Toltec Road, Eloy, AZ 85231
Toltec Middle School @ 12115 W Benito Drive, Eloy, AZ 85223
Youth Haven Desert Ranch @ 16848 S.Vail Road, Picacho, AZ 85241
Picacho Schools (K-8) @ 17865 S. Vail Road, Picacho, AZ 85241
Red Rock School @ 33655 W. Aguirre Lake, Red Rock, AZ 85245

Source:

- 1) Jennifer Crumbliss, Senior Transportation Engineer with HDR, Engineering, Inc. at 8404 Indian Hills Drive, Omaha, NE 68114, (402) 926-7049 used the internet site www.GoggleEarth.com also,***
- 2) Juan Cruz, Roadway Designer with HDR in Tucson, physically verified hospital and school locations on June 14, 2007.***

CW 1.10 Please provide school bus route information concerning the crossing, including the number of times a day a school bus crosses this crossing.

Response: ***The combined bus routes cross the Picacho Blvd at-grade crossing a total of 11 times per day during the week.***

- Source:**
- 1) *Jesse Rosel, Transportation Director for Santa Cruz High School located at 900 N. Main Street, Eloy, AZ 85231, (520) 466-2200*
 - 2) *Linda Lawson, Admin Assistant for Toltec Elementary School located at 3315 N Toltec Road, Eloy, AZ 85231. (850) 466-2360*
 - 3) *Marilyn Lyman, Office Manager for Youth Haven Desert Ranch located at 16848 S. Vail Road, Picacho, AZ 85241, (520) 466-3093*
 - 4) *Juan Castillo, Director of Plan Operations for Picacho Schools located at 17865 S. Vail Road, Picacho, AZ 85241, (520) 466-7942*
 - 5) *Jose Espinosa, Transportation Supervisor for Red Rock School located at 33655 W. Aguirre Lake, Red Rock, AZ 85245, (520) 682-3331*

CW 1.11 Please provide information about any hospitals in the area and whether the crossing is used extensively by emergency service vehicles.

Response: *The nearest hospital to these crossings is Casa Grande Regional Hospital (approximately 20 miles west of Picacho Blvd) and NW Medical Center in Marana (approximately 32 miles east of Picacho Blvd). To our knowledge, this crossing is not used extensively by emergency service vehicles.*

Source: *Jennifer Crumbliss, Senior Transportation Engineer with HDR, Engineering, Inc. at 8404 Indian Hills Drive, Omaha, NE 68114, (402) 926-7049 used the internet site www.GoggleEarth.com also, Juan Cruz, Roadway Designer with HDR in Tucson, physically verified hospital and school locations on June 14, 2007.*

CW 1.12 Please provide the total cost of improvements to each crossing.

Response:

<i>Crossing</i>	<i>Crossing Surface</i>	<i>Signal</i>	<i>Total</i>
<i>Picacho Blvd</i>	<i>\$ 30,880.00</i>	<i>\$265,100.00</i>	<i>\$295,980.00</i>

Source: *Union Pacific's Engineering.*

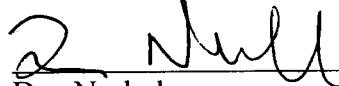
ORIGINAL AND THIRTEEN COPIES
of the foregoing filed this 19th day of
February, 2008, with:

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COPY of the foregoing hand-delivered
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